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No. S 253

ACTIVE MOBILITY ACT 2017
(ACT 3 OF 2017)

ACTIVE MOBILITY
(PEDESTRIAN-ONLY PATHS) ORDER 2018

ARRANGEMENT OF PARAGRAPHS

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In exercise of the powers conferred by section 6 of the Active Mobility Act 2017, the Land Transport Authority of Singapore makes the following Order:

Citation and commencement

1. This Order is the Active Mobility (Pedestrian-Only Paths) Order 2018 and comes into operation on 1 May 2018.

Definitions

2. In this Order, unless the context otherwise requires —

“excluded public land” means any of the following public land:

- (a) State land that is reserved or dedicated to the use of the general public as a nature reserve, national park or public park specified in item 1 of Part I, or Part II, of the Schedule to the Parks and Trees Act (Cap. 216);
- (b) State land within the following parcels, all of which form what is commonly known as the Singapore Botanic Gardens:

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- (i) Lot numbers 1409M and 1409M PT in Town Subdivision 25;
 - (ii) Lot numbers 99956X PT, 99964V, 99957L, 99450K PT, 99990X, 99955N, 99954K, 99953A, 99956X PT, 99448N, 99450K PT and 99449X in Mukim 02;
 - (iii) Lot numbers 03564T PT, 3564 PT, 3561, 3225X, 3408V PT, 3407W and 3223K PT in Mukim 02;
- (c) the area known as the Gardens by the Bay at Marina Bay, which is managed by a management body (designated under section 6A of the Parks and Trees Act (Cap. 216)) on behalf of the Government as a public park;
 - (d) the area known as Jurong Lake Gardens, which is managed by the National Parks Board as a public park;
 - (e) public land on Jurong Island, Pulau Ubin, St. John's Island, Coney Island or any other offshore island except Sentosa;
 - (f) public land within Mukim No. 16, Lot 02549 T, commonly known as the Hindhede Nature Park;

“National Parks Board” means the National Parks Board established by the repealed National Parks Act (Cap. 198A, 1991 Ed.) in force before 1 July 1996 and continued by section 3 of the National Parks Board Act (Cap. 198A).

Pedestrian-only paths on public land

3. A path that —

- (a) is on public land which is not excluded public land; and
- (b) is specified or described in the Schedule,

is each declared to be a pedestrian-only path for the purposes of the Act.

THE SCHEDULE

Paragraph 3

PEDESTRIAN-ONLY PATHS ON PUBLIC LAND

1. An elevated bridge without a carriageway for any motor vehicle traffic —
 - (a) that spans across a road and is accessible —
 - (i) from State land to which members of the public have access as of right or may enter free and without prior permission;
 - (ii) by a flight of stairs, ramp, passenger lift or an escalator starting on any State land described in sub-paragraph (i); or
 - (iii) by a combination of stairs, ramp, passenger lift and escalator mentioned in sub-paragraph (ii); and
 - (b) that is not a footpath or shared path.
2. An elevated bridge without a carriageway for motor vehicle traffic —
 - (a) that spans across a road and is accessible —
 - (i) from public land which is not State land and to which members of the public have access as of right or may enter free and without prior permission;
 - (ii) by a flight of stairs, ramp, passenger lift or an escalator starting on public land described in sub-paragraph (i); or
 - (iii) by a combination of stairs, ramp, passenger lift and escalator mentioned in sub-paragraph (ii); and
 - (b) that is not a footpath or shared path.
3. The underpass (ID 51880) that is about 50 metres in length, and that connects the housing estate of the Housing and Development Board commonly known as Marsiling Green to bus stop number 46119 along Admiralty Road.
4. The underpass (ID 52170) that is about 100 metres in length, and that connects bus stop number 18101 to the group of industrial buildings commonly known as the Ayer Rajah Industrial Estate located along Ayer Rajah Crescent.
5. The underpass (ID 50273) that is about 100 metres in length, and that connects East Coast Park along East Coast Park Service Road to the path adjoining the condominiums known respectively as “The Makena” on Mukim No. 25, Lot 05632A and “The Sovereign” on Mukim No. 25, Lot 04936V.

THE SCHEDULE — *continued*

6. The suspension bridge, commonly known as the Tanjong Rhu Bridge (approximately 0.12 kilometre in length), spanning across Kallang River near Tanjong Rhu Place and leading to the Singapore Indoor Stadium.
7. The concrete bridge (approximately 26 metres in length), linking Changi Beach Park near Changi Beach Carpark 1 to Changi Point Coastal Walk near Lorong Bekukong.
8. A path (approximately 0.19 kilometre in length) starting at Jurong East Central, from lamp post 54F to lamp post 64F, running along the Jurong East Flyover and ending at Bukit Batok Avenue 1.
[S 462/2019 wef 28/06/2019]
9. A path (approximately 0.23 kilometre in length) starting at Bukit Batok Avenue 1, from lamp post 25 to lamp post 53, running along the Jurong East Flyover and ending at Jurong East Central.
[S 462/2019 wef 28/06/2019]
10. A path (approximately 0.92 kilometre in length) along both sides of and across Lower Peirce Reservoir spillway (excluding the path along Upper Thomson Road).
[S 183/2020 wef 27/03/2020]
11. A path starting in the vicinity of a fixed planter in the ground between Blocks 209 and 210 at New Upper Changi Road, running north on level ground for approximately 0.19 kilometre in length in between Blocks 208, 209, 210, 211, 212 and 205, and ending in front of Block 205 facing the development commonly known as the Heartbeat @ Bedok at Bedok North Street 1.
[S 741/2020 wef 02/09/2020]
12. A path starting in between the western most edge of Block 208 at Bedok North Street 1 and Block 205 at Bedok North Street 1, running east on level ground for approximately 80 metres in length in between Blocks 205 and 208, and joining the path described in item 11 in front of Block 212 at Bedok North Street 1.
[S 741/2020 wef 02/09/2020]
13. A path starting at the mosaic tiled ground in between Block 211 at New Upper Changi Road and Block 214 at Bedok North Street 1, running west on level ground for approximately 0.1 kilometre in length in between those 2 Blocks, and joining the path described in item 11 in front of Block 212 at Bedok North Street 1.
[S 741/2020 wef 02/09/2020]
14. A path starting at a point on the mosaic tiled ground in between Blocks 213 and 216 at Bedok North Street 1 that is opposite the edge of Block 213, running west on level ground for approximately 0.24 kilometre in length in between Block 213 and the development commonly known as the Heartbeat

THE SCHEDULE — *continued*

@ Bedok at Bedok North Street 1, and joining the path described in item 11 in front of Block 205 at Bedok North Street 1.

[S 741/2020 wef 02/09/2020]

15. A substantially sheltered path starting at the eastern boundary of Block 216 at Bedok North Street 1, running west and then south on level ground for approximately 0.11 kilometre in length in between the developments commonly known as the Bedok North Hawker Centre and Bedok Market, and joining the path described in item 14 at a point in between Blocks 213 and 216 at Bedok North Street 1.

[S 741/2020 wef 02/09/2020]

16. A path starting at the metal vehicle barriers installed on the mosaic tiled ground between the developments commonly known as the Bedok North Hawker Centre and Heartbeat @ Bedok at Bedok North Street 1, running south on level ground for approximately 55 metres in length between the 2 developments, and joining the path described in item 14 at a point in between Block 213 at Bedok North Street 1 and Heartbeat @ Bedok.

[S 741/2020 wef 02/09/2020]

17. A path starting at the brick tiled ground in between Blocks 846 and 849 at Yishun Ring Road, running south-westerly on level ground for approximately 0.11 kilometre in length in between Blocks 846, 849 and 848, and ending in front of the southwestern corner of Block 848 at Yishun Ring Road.

[S 925/2020 wef 01/11/2020]

Made on 30 April 2018.

CHAN HENG LOON ALAN
Chairman,
Land Transport Authority of
Singapore.

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